

THE BELGRADE SHOW

A Surprising Amount of New Equipment

FOR the first time, the Royal Aero Club of Yugoslavia has organised an international aero show; the scene is Belgrade, the capital. A number of machines are exhibited for the first time and some are of Yugoslav manufacture. There are three factories in the country—Ikarus, Rogozarski and Zmaj—and one engine works—the Industrija Motora—which builds Gnome-Rhône and Walter engines under licence. The Yugoslav works are reported as having the licence not only for the Hawker Fury but for the Blenheim, the Hurricane and the Dornier Do.17, in addition to their own machines.

The Ikarus IK 2 as shown at Belgrade has an 860 h.p. Hispano Suiza Series Y engine which gives a top speed of 264 m.p.h. It is a braced high-wing monoplane with a fixed undercarriage.

The Zmaj FP 2 is a two-seater trainer biplane with a 420 h.p. Gnome-Rhône engine.

Two types are shown by the Rogozarski works—the R 100 single-seater aerobatic machine (also with 420 h.p. Gnome-Rhône) and the Sim X, a smaller type with a 120 h.p. Walter engine.

In addition to Yugoslavia, Czechoslovakia, France, Germany, Great Britain, Italy, Poland, and the United States are represented at Belgrade. Bristols are showing the sleeve-valve Aquila, and Rolls Royce the Kestrel and Merlin. Other British exhibitors are the Dunlop Rubber Co., High Duty Alloys, Ltd., Simmonds Aerocessories, Ltd., and Smiths Aircraft Instruments.

On the Czech stand is the Tatra T.201 light two-seater which has a 100 h.p. Hirth engine built under licence at the Tatra works and which some weeks ago flew non-stop from Prague to Khartoum.

Two Dorniers

Germany is exhibiting a diesel-engined Do.18 flying boat and a Do.17 bomber. The Arado Ar.95 general purpose military biplane lately presented at Helsingfors as a twin-float seaplane is shown as a landplane. The high-wing Henschel Hs. 126, some notes on the production of which are given on page 568d of this issue, is also there.

One of the most interesting of the light aircraft is the Erla 5-D single-seater which weighs 795 lb. all-up, and which is fitted with one of the new 45 h.p. inverted air-cooled Zündapp engines. The fuel consumption is claimed to be 10 litres for 100 km. The Erla concern is also exhibiting a model of the Erla 55—a wooden cantilever monoplane with a 2-3-seater cabin. This machine was intended for two engines of 40-60 h.p.

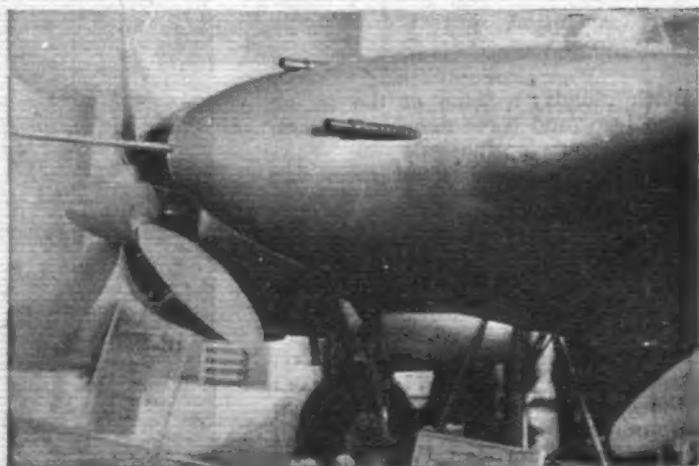
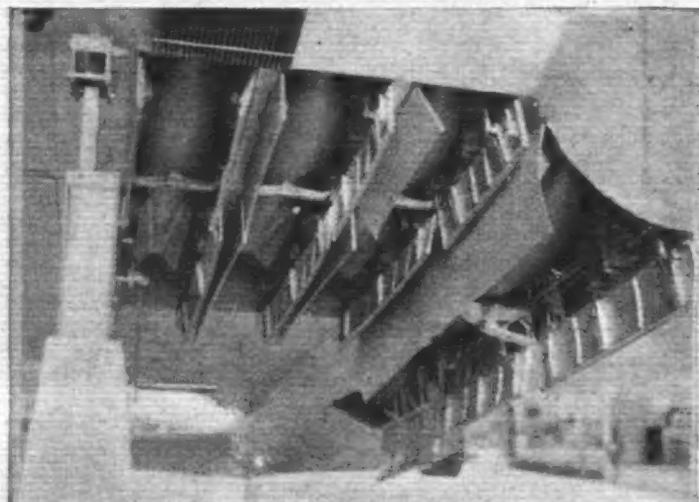
The Siebel works, of Halle, known chiefly for their twin-engined four-seater, have lately completed a small machine with a side-by-side seater cabin; this model is planned for an engine of 40-60 h.p.

A new air-cooled engine figures in the German section. This is the Breuer five-cylinder radial which has a capacity of 2.24 litres and which develops 40/50 h.p. at 2,300/2,500 r.p.m. The compression ratio of the ungeared model is 6:1, the dry weight is 119 lb. and the fuel consumption 265 gr./h.p./hr.

Prominent in the Italian section is the Macchi C.200 single-seater fighter powered with a Fiat two-row radial of 840 h.p. Data are not given. Even more interest attaches to the Breda 88 bomber-fighter with two 1,000 h.p. Piaggio two-row radials. The top speed is given as 343 m.p.h.

The Cant concern presents its new three-engined six-seater Z.1012 monoplane which is claimed to do 174 m.p.h. and to have a normal range of 620 miles.

On the Polish stand is the RWD-13 tourer equipped as an ambulance. The Polish State Aircraft Factory has weighed in with its PZL-37 bomber which can be powered with two Pegasus or two 14-cylinder Gnome-Rhônes. Three machine guns are fitted. The top speed claimed is 289 m.p.h.



From top to bottom are the new Macchi C.200 single-seater fighter; the Polish twin-engine PZL-37 bomber (which is shown fitted with Pegasus engines); the bomb cells on the same machine; and the nose of the twin-engined Breda 88 fighter-bomber showing the three fixed machine guns.